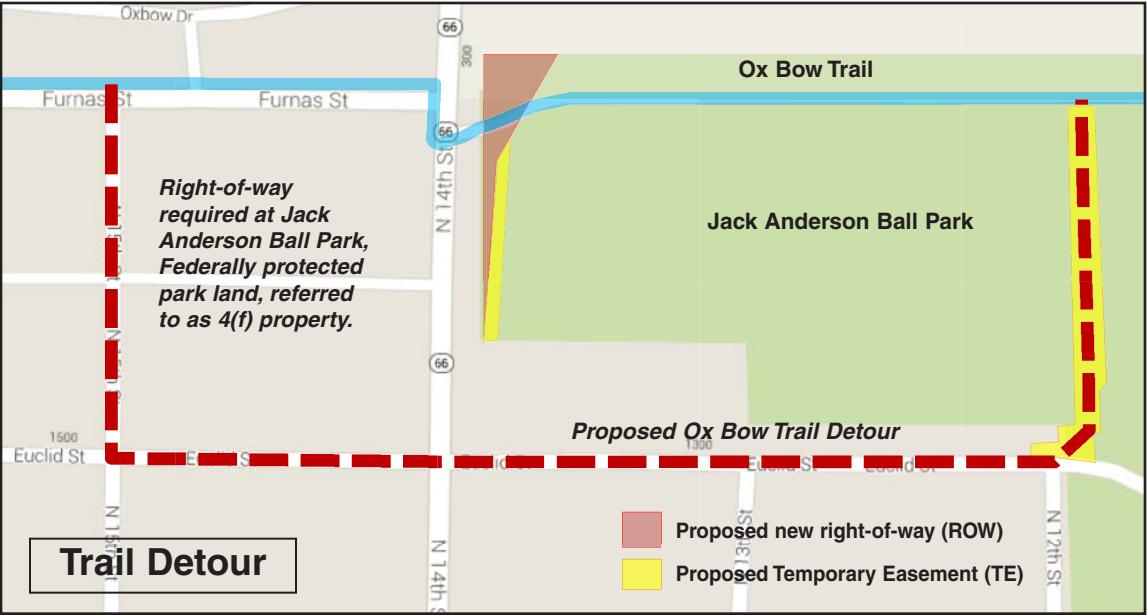
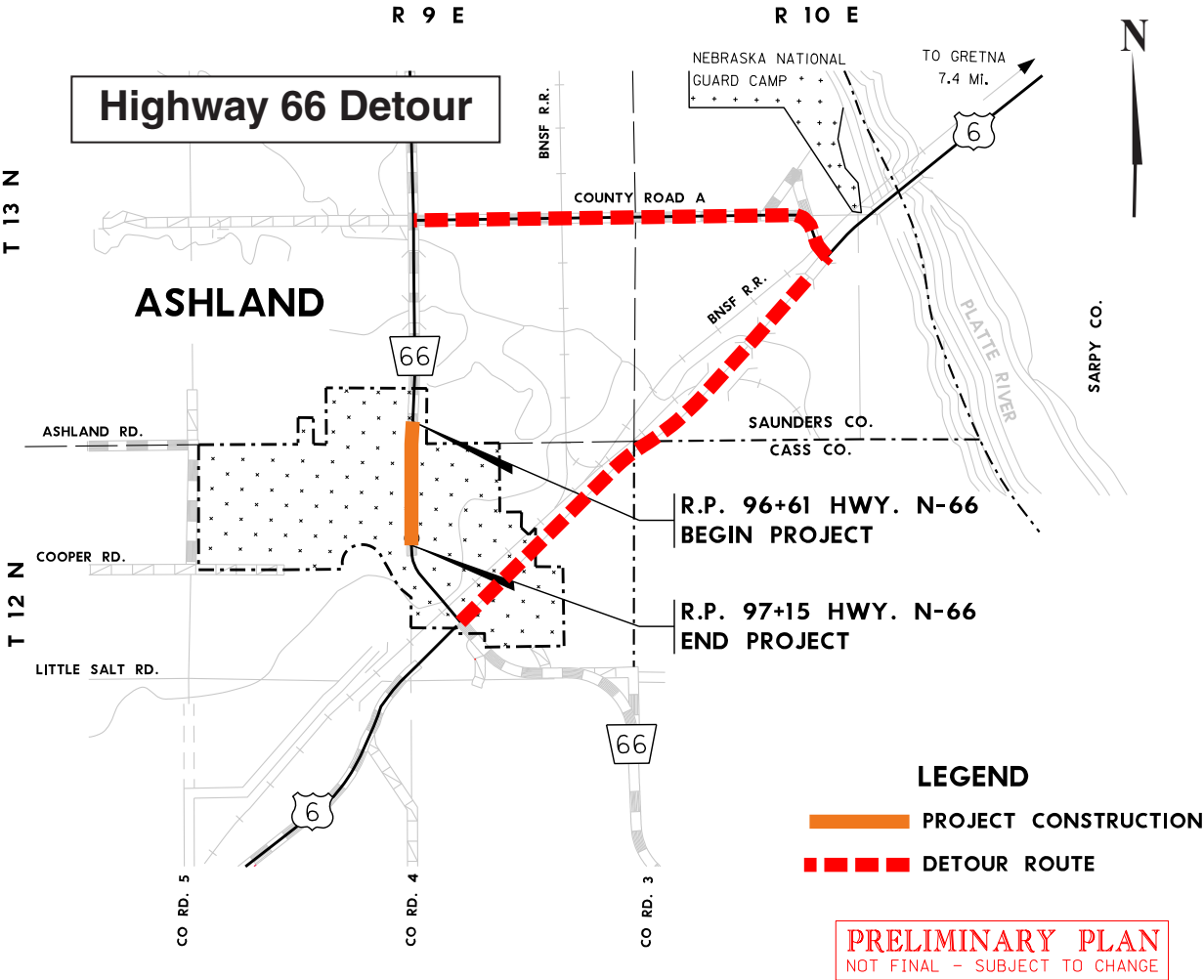


Furnas St. - Silver St., Ashland
STP-66-6(107) C.N. 13084
Saunders County



PROJECT FACT SHEET
As of April 2014

STP-66-6(107); C.N. 13084
FURNAS STREET TO SILVER STREET, ASHLAND



LOCATION: This proposed project is located in the City of Ashland in Saunders County and includes the reconstruction of Nebraska Highway 66 (N-66/locally known as 14th Street) from 1300 feet north of Furnas Street (R.P. 96+45) to 245 feet south of Silver Street (R.P. 97+15).

PROJECT HISTORY: The NDOR held a public hearing on June 28, 2012 at the Ashland-Greenwood High School in Ashland. Citizen comments were positive, and the project received a high support rate from the public. The project design and development has continued. NDOR is currently in the preliminary right-of-way (ROW) phase.

PURPOSE AND NEED: The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public. The project is needed because:

- The existing roadway's asphalt over brick pavement is beyond the end of its anticipated service life, it is not capable of supporting the loads sustained, it has a "fair" condition rating, a rutting depth that is rated "poor", and over the past five years, the cost of maintenance activities has been very high, averaging over \$13,000 per lane per mile (these maintenance activities included patching, armor coating, fog sealing, crack sealing and rebuilding the unpaved shoulders)
- The existing 27-foot (back of curb to back of curb) roadway width does not meet the current NDOR's roadway width requirements of 42 feet for the forecasted traffic volume of 5,045 vehicles per day
- The existing storm sewer is undersized and is inadequate, as evidenced by the numerous flooding events of the roadway that have occurred after relatively minor rain events.

SCOPE OF WORK: The existing roadway (27-feet wide from Furnas Street to Boyd Street, 41-feet wide from Boyd Street to Adams Street, and 53-feet wide from Adams Street to Silver Street) would be removed and replaced with doweled concrete paved roadway. From Furnas Street to Adams Street, this would consist of a 42-foot wide, three-lane roadway with two 12-foot wide driving lanes, a 12-foot wide left-turn lane, and 3-foot curb and gutters on each side. From Adams Street to south of Silver Street, the existing pavement would be replaced with a 46-foot wide roadway with two 13-foot wide driving lanes and 10-foot wide curb and gutters section on each side, which would accommodate parallel parking. Throughout the project, a new storm sewer system (including an urban subdrain system) would be installed. To avoid flooding, the road at the intersection of N-66 and Furnas Street would be raised three feet. Additional improvements would include new sidewalks, barrier curbs, retaining walls, and lighting. The Ox Bow Trail would be rebuilt just south of N-66 and Furnas Street.

TRAFFIC VOLUMES:

	N-66	Furnas St. to Silver St.
Year	2015	2035
Vehicles Per Day (ADT)	4310	5045
% Heavy Trucks	6%	6%

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin as early as spring of 2015 and estimated to be completed as early as fall of the same year.

ACCOMMODATION OF TRAFFIC: Traffic would be detoured to County Road A and U.S. Highway 6 (US-6) during construction. Local access would be maintained to the extent practical. The Silver Street intersection would be constructed "under traffic," half at a time with appropriate traffic control. One or the other of the Clay Street or Euclid Street intersections would be open throughout construction. While school is in session, the intersection of Furnas Street and N-66 to the north would remain open. The Ox Bow Trail detour route has been designed in consultation with the City of Ashland and would be detoured at the intersection of N-66 and Furnas Street. Bicyclists and pedestrians would utilize 15th Street, Euclid Street and Jack Anderson Ball Park.

RIGHT-OF-WAY: The current design requires the acquisition of property rights to build retaining walls and sidewalks that are compliant with the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Temporary construction easements would be necessary throughout the project area. No relocations are anticipated. The project requires an acquisition of 0.12 of an acre of land from Jack Anderson Ball Park adjacent to N-66 on the east side of the road. This acquisition would be necessary to place a new storm sewer system. In addition to the permanent acquisition, a strip of land (0.02 of an acre) would be needed as temporary construction easement on the park property, and another temporary easement of 0.13 of an acre (between the baseball diamonds and the soccer fields) would be needed to create a provisional path for the Ox Bow Trail between the existing trail and Euclid Street.

POTENTIAL IMPACTS: A minor portion of wetlands would be disturbed, but no mitigation would be necessary.

At Jack Anderson Ball Park a "de minimis use" finding will be sought for the area of new right-of-way which would be required. This indicates that little to no permanent impacts to the park are to be expected. The minor acquisition of land for transportation right-of-way and temporary occupancy of land during construction, would not adversely affect the activities, features, or attributes of the park.

No permanent impacts are anticipated to the users of Ox Bow Trail.

Although NDOR has attempted to retain as much on-street parking as possible, four parallel parking stalls would need to be removed for safety of travelling pedestrians and the public. NDOR is working with the city to retain as much of the decorative brick pavers in the downtown segment (vicinity of Silver St.) of the project.

ESTIMATED COST: The project's cost is currently estimated at \$3.1 million, which would derive from federal and state funding sources. Ashland would not be responsible for any of the basic project costs. Additional work requested, if any, would be the fiscal responsibility of the city.

www.transportation.nebraska.gov

Send comments to:

NDOR Public Involvement

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For more information:

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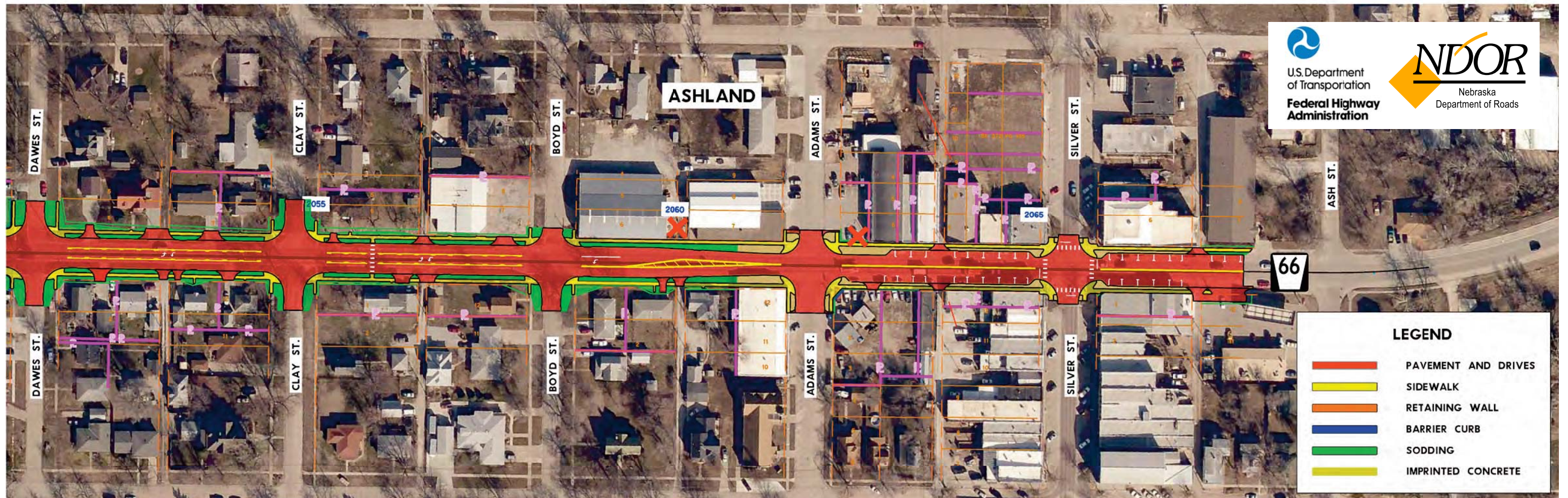
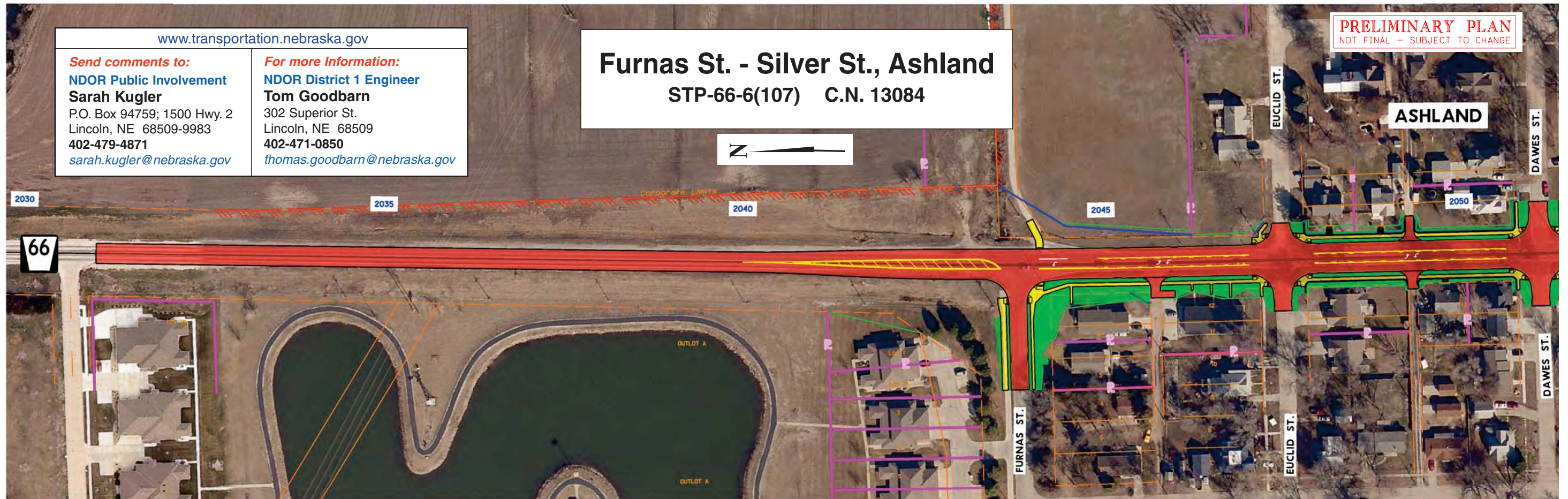
402-471-0850

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Furnas St. - Silver St., Ashland

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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



LEGEND	
	PAVEMENT AND DRIVES
	SIDWALK
	RETAINING WALL
	BARRIER CURB
	SODDING
	IMPRINTED CONCRETE